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RANDOM REFLECTIONS.

I hope you have been able to say it correctly. *Kong's fate.*

The passing of China New Year will be welcomed, if for nothing else than the hope that it will mean a cessation of the petty thieving which has been so rife in the Colony during the past month. Never have thieves been so persistent as those who have been doing business in Kowloon, visiting the same houses over and over again.

Life in Hongkong is not too strenuous these days. China New Year may not appeal to the commercial man whose business is brought to a standstill for several days, but it has delights for the large number to whom it brings a change from the daily routine, and of course it brings joy to the Chinese who give themselves up wholeheartedly to its many pleasures.

The man who has tips to give away is being sought at present by the unlighted who have not followed the training times, but few people have yet learned that tips which are usually given gratuitously are worth little. There seems to be a good deal of truth crystallized in the remark of the philosopher that mankind like to be deceived. If this be not so, why do so many folks patronize the races or get married?

Which reminds me. A party to certain litigation at the Supreme Court on Saturday, on being questioned if he had not done a certain thing in consequence of a disagreement with his wife, replied "Produce the couple who have not had a difference of opinion and I will put them on show." Evidently a comedian knows more than the comedy of life.

The Star Ferry, which is as a rule very considerate to its patrons, might do something to earn the gratitude of ladies by having the gangways on their launches made solid. There was a delicious little comedy witnessed the other evening when a lady, boarding a launch, found the heel of one of her shoes stuck in a hole in the gangway. She could not extricate it and had to step on board leaving her shoe in the hole. However, her escort was able to hand it over. The people on board enjoyed the spectacle. Perhaps the Company will not overlook the suggestion.

The visit of the Japanese battleship squadron is full of interest to Hongkong, for apart from the attention which is likely to be bestowed on the four vessels which formerly flew the Russian flag, the personnel of the detachment is particularly attractive. One of the features of the Squadron is a band on the flagship, which plays Western music as well as many Oriental combinations of instrumentalists, and several of the ladies and gentlemen who attended the reception at the City Hall had the pleasure, amidst in Hongkong, of dancing to music played by a Japanese band. Though none of the Japanese residents in Hongkong took the floor on Saturday night, I recall their first appearance in the ballroom some four years ago when, under the instruction of the late Mrs. Donaldson, they participated in the dance given by the Japanese community in honor of the Emperor's Birthday.

Complaints have reached me regarding the danger of horsemen riding along Bowen Road. This is a favorite walk both for children and adults, and the practice exposes them to some risk, but in their own interests horsemen should be prohibited from riding along that road. Were the animal to be startled there is every probability of horse and rider falling over the precipice.

Of late we have heard much about the abandonment of the queue in China, but the objections to the proposal have never taken such a quaint form as the recent memorial sent by the Grand Councilors to the Prince Regent showing the disadvantages of the step. It reads: "Foreigners are in the habit of placing detectives in China and report to their home governments not only political and military matters, but everything relating to the Government and people of the Empire. So far, the queue has been a puzzling problem to these spies, because if they wished to obtain accurate reports concerning secret matters, they had to disguise themselves like Chinese from head to foot. Again, when the Chinese police was to detect the foreign spies, an advantage existed to discriminate them by finding out the genuineness or not of the queue they wore. But, if the Chinese cut off their queue and discard their national costumes, a great facility will be given to the foreign detectives, because there is no longer any necessity for them to adopt disguise, and China's secrets will all be detected by their skillful reconnoitering. This is a matter that needs a grave consideration." Ardent, isn't it?

It is interesting to recall that not so long ago the queue was worn in Britain, and in days not very remote gallants sported the pigtail, as it was called. In the course of my reading the other day I came across a story told in connection with reminiscences of a certain inn at Laurencekirk. The landlord, Mr. Cream, was distinguished in the county as one of the few men who continued to wear a pigtail. On one occasion, Lord Dunmore, who also still wore the queue, halted for the night at this inn. When the host led the room after taking orders for supper, Lord Dunmore turned to his valet and said, "Johnstone, do I look as like a fool in my pigtail as Billy Cream does?" "Much about it, my Lord," was the valet's imperious answer. "Then," said his Lordship, "out off mine to-morrow morning when I dress."

The eating of apples to wren alcoholists from their various beverages is being discussed in America. I am not sure what reason the original inhabitants of the Garden of Eden had for eating apples. Anyhow, the theory is not a new one, but interest in the subject has been revived by the declaration of Dr. Samuel Bailey "that the keen appetite for tobacco is limited by the use of apples, and I am convinced that any man who is a lover of whiskey and is in a condition when he thinks he must have a drink, can, if he eats an apple, assuage his craving." Much, I imagine, depends upon the quality of the apple. But let the good news be published abroad, Mr. Editor, and don't be troubled with the reflection that if a man is now seen eating apples he will be immediately suspected of trying to cure himself of alcoholism.

RODERICK RANDOM.

LOCAL SPORT.

RESULTS AT A GLANCE.

LEAGUE CRICKET.
Craigengower, 174. K.K.C.C., 106.
Kowloon, 132. Civil Service, 131.
Telegraphs, 176. Police, 73.

SHIELD FOOTBALL.
R.E., 3. Astraea, 3.
King Alfred 1. B.G.A., 0.

LEAGUE CRICKET.

R.E.C.C. "A" v. CRAIGENGOWER.
This match was played on the ground of the Hongkong Cricket Club on Saturday, the result being a draw. Craigengower's representatives contributed a total of 174, and when time was up the home team's score stood at 106 for seven wickets. Scores and analyses were—

CRAIGENGOWER.				
W. H. Vives, c. Robinson, b. Leith	13			
H. W. Petersen, c. Leith, b. Sharpin	14			
R. F. Lamont, c. Sharpin, b. Makin	25			
G. A. Hancock, lb. b. Makin	23			
E. A. Carvalho, b. Makin	10			
J. D. Norris, c. Leith, b. Makin	17			
L. E. Lamont, c. Leith, b. Makin	93			
L. A. Rose, b. Leith	10			
E. Bass, not out	23			
H. Hupp, c. Leith, b. Makin	1			
P. Currie, b. Makin	16			
Extras	14			
Total	174			
Bowling Analysis.				
Leith	14	1	33	4
Sharpin	9	1	27	5
Makin	41	1	30	2
Robinson	8	1	22	0
Mackenzie	0	0	30	0

R.E.C.C. "A" v. CRAIGENGOWER.				
Dr. Aubrey, c. b. Rose	37			
J. Hall, b. Currie	12			
R. F. Lamont, c. b. Hancock	4			
E. H. Makin, c. Norris, b. Hancock	5			
Hon. Dr. Atkinson, c. Norris, b. Hancock	4			
H. D. Sharpin, c. Norris, b. Lamont	28			
A. Mackenzie, b. Currie	26			
E. Irving, not out	3			
Extras	14			
Total (for 7 wickets)	106			
Bowling Analysis.				
Hancock	8	0	45	3
Currie	12	4	29	1
L. E. Lamont	10	0	19	0
Bass	2	3	0	1
Rose	2	3	0	1

KOWLOON v. CIVIL SERVICE.
This match at King's Park on Saturday proved very interesting. The visitors, batting first, on the fall of the seventh wicket declared their innings closed for 131, but Kowloon, although losing the seventh wicket for a less figure, ran up the score till they secured the winning run. Scores—

CIVIL SERVICE.				
P. T. Lambie, b. Somerville	30			
E. C. Wickett, b. Curwen	0			
A. E. Sutherland, hit wicket, b. Brown	33			
A. E. Brown, b. Curwen	12			
H. J. Jackson, b. Wessner	17			
J. McEwen, not out	53			
E. Dawson, b. Brown	9			
L. E. Brown, c. Williams, b. Brown	9			
W. Thornhill, J. Mackay and A. G.	3			
File did not bat	5			
Extras	5			
Total for 7 wickets	131			
Bowling Analysis.				
Curwen	10	1	33	2
Wessner	6	0	29	1
Brown	13	4	23	3
Somerville	4	0	30	1

KOWLOON.				
F. Sutton, b. Brett	5			
J. P. Douglas, c. b. Jackson	25			
W. L. Wessner, c. McEwen, b. Wickett	4			
L. E. Brown, b. Brett	1			
A. O. Brown, c. Sutherland, b. Lambie	32			
H. Bee, b. Brett	27			
D. J. McKennie, not out	11			
W. T. Elson, not out	3			
W. Curwen, not out	5			
Capt. Somerville and O. S. Williams did not bat	12			
Extras	12			
Total for 7 wickets	132			
Bowling Analysis.				
Brett	14	1	46	3
Wickett	10	1	39	1
Jackson	6	1	18	1
Brown	4	0	13	0

TELEGRAPHS v. POLICE.
This match played on Saturday resulted in a win for the Telegraphs, who thus avenged their only defeat this season. The Police tried to play out to time and make a draw, but were dismissed with eight minutes to spare. The Telegraphs closed their innings at 176 for five wickets and the Police were all out for 78.

H.K. SHIELD FOOTBALL.

R.E. v. R.M.A. "ASTRAEA".
The Sappers won the toss and elected to play with the sun behind and the breeze in front. The sailors opened strongly, and early made the acquaintance of the opposing custodian, but the strong sun, and an over-eagerness when within shooting range, spoiled their best chances. Following on a long bombardment of their goal the military quintette was set going from a long kick by Beardmore, and Blackwell cleverly converted a pass from Ormond, putting the Sappers one up. From the place kick the sailors were down on the R.E. goal, but the forwards were too eager with their shooting, and in consequence Barber was seldom tested. Blackwell added another

for the Sappers, but the point was ruled offside, and no further scoring taking place, the teams turned over with the score R.E. 1, Astraea, 1. Re-commencing with the wind at their backs the Sappers did exceedingly well, and ten minutes from time were leading by three goals to one. The sailors then seemed to get a new lease of life, and to the surprise of everyone, equalized before the whistle sounded. Final score: R.E. 1, Astraea, 3. A protest was lodged immediately after the game by the R.E. against Astraea for playing an ineligible player.

ARMY AND NAVY SHIELD.

KING "ALFRED" v. R.M.A.
This match took place on the Club Ground on Saturday afternoon before a large crowd of spectators. It will be remembered that last week these same teams met in the Hongkong Shield, when the Gunners were defeated for the first time this season. The wound had not had time to heal, and the soldiers, although still further handicapped by the unexpected inability of Walker to play, went on the field determined to have full revenge. The teams lined up as follows—

King Alfred.—Tugwell, Carlsale and Haw, Richardson, Beyer and McBean; Hobbs and Evans; Fleming; Lee and Steele.

R.M.A.—Beasley; Orley and West; Walker, McGregor and Hewitt; Crump and Ansell; Watts; Stapleton and Bellis.

The sailors kicked off, and after some manœuvring Lee and Hobbs took the leather well into the Gunners' goal area and Fleming tested Beasley. Beasley was a little lucky to save the shot, as he was shortly afterwards with a shot by Lee, which bounced between the goal-keeper and the post several times before a clearance was effected. Crump rapidly transferred play to the opposite end and after beating about half-a-dozen on the run was baulked by one of his own side with the goal and goal-keeper at his mercy. Play then continued to be very much in favour of the flagship team, but bad luck seemed to attend the shooting of the forwards and the advantage counted for nothing. The trickery of the sailors on the ball was very amusing and seemed to be greatly appreciated. This was especially the case with Fleming, as each time he got the ball the latter which is always with us was audible. A corner kick almost gave King Alfred the opportunity they had been working for, but just when a goal seemed certain Steel fouled his shot and the ball went past. Just before the interval Bellis tested Tugwell with a magnificent shot, and the latter was rather slow in clearing, with the result that Watts was on him, but he was too eager, and another opportunity was lost. Half-time arrived without any scoring.

From the recommencement it was evident that the Gunners meant business, and Tugwell had his hands full stopping shots from Crump and Watts. A clearance being effected Fleming carried the ball to within shooting distance and brought Beasley to his knees to save his shot. A free kick against Beasley for carrying the ball was well placed by Fleming, and Hobbs hooked the sphere into the net. With only a few minutes to go a shot by Crump gave Tugwell all he knew to save, and the ball in rebounding between the post and Tugwell was nearly through—so near that a large number of players appealed for a goal. Mr. Gregory, after consulting his lineamen, refused to allow the point, and although the decision did not meet with universal approval, it was most decidedly a just one, as both lineamen were in a position to judge. The Gunners tried hard to equalize, but Tugwell came out on top with flying colours, and the game ended in a win for the sailors by one goal to nil.

HUTTS v. MARINES.
This game did not take place, the Marines being unable to raise a team.

LEAGUE FOOTBALL.

Second Division.
There were no matches played in this competition on Saturday. Morden scratched to 87 Coy., and have decided to withdraw from the competition; A Coy. v. B Coy. match was postponed, and the referee failing to turn up for the B.O.C. 88 Coy. match they decided to play off a friendly.

INTERPORT MEETING.

The New Year meeting at Swatow between representatives from Hongkong and Swatow has resulted in a double victory for the home men, who won at cricket by 66 runs and came off victorious at football by five goals to one.

LAWN TENNIS.

The final in the handicap lawn tennis tournament in connection with Kowloon Bowling Club was played on Saturday afternoon between R. Lapeley and T. Ramsay. The former won by 6/4, 3/6, 9/7, 6/2.

MARRIAGE OF REAR-ADMIRAL DE HORSEY.

Rear-Admiral de Horsey, well-known on the China Station as captain of the *Monmouth*, was married recently, and the announcement evoked the following from a home paper:—The announcement of the marriage of Rear-Admiral Spencer de Horsey will bring in many congratulations to his father, the veteran Admiral Sir Algernon de Horsey, K.O.B. Sir Algernon is Lady Cardigan's brother. It was his flagship the *Shah*, when he held the Pacific command, that brought the rebel Peruvian frigate *Huascar* to action, and compelled her surrender to the Peruvian authorities. There were questions in the House over this action, which were disposed of by Mr. Attorney Sir John Holker, in the Admiral's favour. Sir Algernon subsequently commanded the Channel Squadron, and only went on the retired list in 1892.

SUPREME COURT.

Saturday, 12th February.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

THE EMBRIM MOSES CASE.

The Acting Chief Justice (Hon. Mr. Ross Davies, K.C.) and the Puisne Judge (Mr. H. H. J. Gompertz) delivered their reserved decision on the several points raised by defendant's counsel in the criminal trial of Moses Ebrahim for various offences under the Bankruptcy Ordinance. The first point was whether the word "person" included a firm or body incorporate; the second was, what was the meaning of "his property"; and the third was the meaning of the word "majority" in the Jury Ordinance.

The Hon. Mr. F. A. Hasall (Attorney-General) and Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, while Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson and Mr. C. E. H. Bostell (of Messrs. Wilkinson & Geist), appeared for the defendant.

Mr. Justice Gompertz in delivering the judgment of the Court said the argument was on these questions of law reserved by him for the consideration of the Full Court, when the prisoner was found guilty by five jurors against two of an offence against the Bankruptcy Ordinance. The first point was briefly that whereas section 82 of the Ordinance declared certain acts and omissions on the part of a person against whom a receiving order had been made to be misdemeanours, there had been no receiving order made against Moses Ebrahim, the accused, and that therefore he could not be proceeded against criminally under that section. In the opinion of the Court the words in the body of the sub-section, "and such receiving order shall affect the joint and separate property of all the partners," did not limit the offence intended for by Mr. Potter. They were merely, their Lordships thought, intended to explain the effect of the receiving order which it was provided might be made in the firm name—it was to affect more than the joint property. Its scope was wider; it was to have effect also against the private estate of each partner. In that sense it might be said to be made against each partner, as being binding on him. It was binding on both of them, and, in their Lordships' opinion, might be properly described as a receiving order made against each partner, just as in fact a receiving order made against the property of an individual was referred to in the Ordinance as a receiving order made against the debtor. That objection must therefore be overruled. The second point was that it was proved by the evidence for the Crown that the debtor's interest in the partnership of S. E. Allans & Co. had been transferred to the prisoner's infant son, and that therefore the prisoner had no property in the partnership to disclose on the dates laid in the indictment. They thought that there being no direct evidence of any transfer by prisoner of his interest in the partnership, the jury were rightly directed that it was for them to say whether in fact there had been any real assignment, or whether in fact the whole transaction was a mere blind, and the prisoner still remained a partner in S. E. Allans & Co. The third point turned upon the construction of section 21 of the Jury Ordinance. The jury found the prisoner guilty upon count one of the indictment by five to two. Their Lordships thought that "majority" in section 21 and 22 did not mean a bare majority, but it was to be construed as in section 92 of the Companies Ordinance of 1865, and they must therefore, over-rule that objection also, and confirm the conviction.

IN CRIMINAL JURISDICTION.

Before the Hon. Mr. H. H. J. GOMPERTZ (PUISNE JUDGE).
MOSES ABREHIM.
His Lordship then set to pass sentence on Moses Ebrahim, the accused having been found guilty on one of the counts preferred against him by the jury, and the Full Court having overruled the contentions raised by his counsel on that count.

Mr. Potter reminded his Lordship, before he passed sentence, that the defendant had already been in prison a month.

His Lordship—I thought he was on bail.

Mr. Potter—He was in prison for a month before his bail was reduced.

His Lordship—I will take that into consideration, and also the fact that he has had a long and exhausting trial in which the jury returned a verdict of not guilty on all the other counts. I will sentence him to six months imprisonment with hard labour.

IN SUMMARY JURISDICTION.

Before His Honour Mr. H. H. J. GOMPERTZ (PUISNE JUDGE).
MOSES ABREHIM.
The case in which W. Lochran, a Scotch comedian, and L. M. Levy to recover \$390.19, being for salary, money lent and passage money, was called on. There was a counter-claim by the defendant for \$509.51, being as to \$294.57, money advanced to the defendant in Shanghai during the months of July and August, 1909, and as to \$215, balance of a sum of \$413 received at the defendant's benefit performance at Shanghai.

Mr. J. de Almeida e Castro (of Messrs. Goldring, Backus & Morrell) appeared for the plaintiff, and defendant was represented by Mr. A. Jackson (of Messrs. Johnson, Stokes & Macfarlane).

Mr. Almeida, at the outset, applied for leave to amend Lochran's claim.

Mr. Jackson opposed the application. It was entirely fraudulent.

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SPECIALISTS IN HIGH CLASS PIANOS

BY THE LEADING MAKERS.

JUST UNPACKED:

BRINSMEAD WERNER RACHALS KRAUSS.

INSPECTION INVITED.

[31]

His Lordship—You must not say that.

Mr. Jackson—It is not Mr. Almeida's fault. It is his client's.

His Lordship—You cannot accuse Mr. Almeida of putting forward a fraudulent claim.

Mr. Jackson—It is his client. This is a dishonest application, and I will explain in what way.

His Lordship asked Mr. Almeida to explain with regard to amendment.

Mr. Almeida stated that his client had dropped \$109, and given credit for \$496.45. This credit was given after inspection of defendant's documents. Then he wished to add an additional claim for a passage to Australia.

Mr. Jackson—That is the dishonest part; altering the claim after inspection.

Mr. Almeida—My client and I inspected the receipts in defendant's possession, and found that the plaintiff had drawn certain sums on account of salary at Shanghai.

His Lordship—Which he did not know about before?

Mr. Almeida—Yes, it was obviously a mistake.

His Lordship—The passage money to Australia is an entirely new point. You cannot spring it on the other side at the last minute.

Mr. Almeida—I am entitled to add a claim.

His Lordship—But you may have to pay costs.

Mr. Almeida—I will pay the costs of the event.

Mr. Jackson said the result of the plaintiff's obtaining inspection was that they had bolstered up this claim so as to set up the amount which had been paid.

His Lordship—I don't see any particular harm in the first amendment. What about the second?

Mr. Jackson—So far as I am concerned, it is only another attempt to enlarge the claim. It is a dishonest application altogether.

Mr. Almeida—Very far from it.

His Lordship—You don't allege how you got a right to this passage money.

Mr. Almeida—Surely I can add a claim which arises under the same contract?

Mr. Jackson—The defendant was to pay the passage in the event of Lochran not working for any other cinematograph show.

Mr. Almeida—He worked after the defendant had broken his contract.

His Lordship—I will allow the amendment, Mr. Jackson to have all costs.

Mr. Jackson—I want security for those costs.

Mr. Almeida—\$150 has been given.

Mr. Jackson—That is not sufficient. There is a counter-claim in this action.

Mr. Almeida gave an undertaking to pay the costs, and proceeded to outline the case. He stated that the plaintiff was a comedian, and was engaged by telegram some time in February or March last year. He and his wife were engaged to go to Manila to perform. They arrived in Manila at the end of March and performed there for the defendant or his company at the rate of \$15 per week for the two, or at the rate of \$10 for the plaintiff himself.

His Lordship—You are not suing for the wife's contract?

Mr. Almeida said he thought the wife's contract would lead to this action. In Manila the plaintiff never saw the defendant, but he was fully paid by his agent, Mr. Berry.

Towards the end of June, plaintiff was requested by the defendant's agent to go to Shanghai to perform there. Plaintiff started work in Shanghai on July 3rd, whereas he should have started on the 5th according to the contract. Under that contract plaintiff was paid \$10 per week on an engagement for six weeks. He performed for the defendant at the Montre Hall from the 3rd, not from the 5th July as stated by the defendant in his affidavit. On August 10th defendant asked the plaintiff if he would play at the Folies Bergere, and the latter agreed to do so for extra payment. In addition to his \$10 he was to receive another third of that amount. The total amount of plaintiff's claim was for eight weeks less one day, and extra for performing at the Folies Bergere. With regard to the money lent, there was a benefit concert given to the plaintiff at the Montre Hall. The house was crowded, and at the last moment the conductor of the band refused to play until the defendant paid \$200 owing to the band. Plaintiff said he would lend the defendant \$200 if he would pay. The amount was paid and the band played. Plaintiff received \$415 from the benefit, and out of that paid \$200 to Mr. Levy in the presence of his wife.

His Lordship—Wouldn't payment of the conductor be part of the disbursements?

Mr. Almeida—Yes.

His Lordship—In that case I don't see how you can claim.

Mr. Almeida—The \$200 paid was not for that benefit night. It was for money previously owing by Mr. Levy.

The manager of the Victoria Cinematograph informed the Court that on the occasion of a benefit to any performer, disbursements in connection with the performance were deducted from the takings, and the balance handed to the performer. The proprietor made no profit.

In cross-examination witness said he did not know the custom which prevailed in other places with respect to disbursements.

William Lochran gave evidence in support of his case on the lines of his affidavit, opening statement. At his benefit in Shanghai he received \$415, and the box plans for that performance showed \$300.

Was there anybody else present when money was paid?—A little Scotch fellow.

Witness—Yes. It was a good breed.

His Lordship—Was there also a cinematograph at the Alhambra?—The Alhambra was a gambling den. They did not want gentlemen artists there.

Mr. Almeida—What arrangements were made with regard to the passage money?—It is a custom in the profession to pay passage money. Surely to goodness if the defendant brings me

to China, thousands of miles away, he cannot leave me stranded here.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS
UNVARIABLE TO-DAY AS IN 1745.
150 YEARS.

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LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

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MERCHANT NAVY
NAVY BOILED
LONG FLAK
RELIANCE BROWN
TARANTING
[355] **ARNHOLD, KARBURG & CO**
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IRON, STEEL, METAL, AND HARD-WARE-MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SAMBIA."
Captain Müller, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to suit.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.
Hongkong Office.
[Hongkong, 6th February, 1910. [272]

NOTICE TO CONSIGNEES

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CEYLON."
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
[Hongkong, 11th February, 1910. [1]

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"LUETZOW."
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underigned.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underigned.

This Steamer brings Cargo
Ex S.S. "BARBARIGO" from Venice via Port Said.

Ex S.S. "BENZIGAL" from Smyrna via Naples.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.
General Agents.
[Hongkong, 11th February, 1910. [5]

COMMERCIAL NOTES.

THE COTTON INDUSTRY.

In his private cotton trade circular for the past year, Mr. William Titterton, of Manchester, says that 1909 was the worst year for both spinners and manufacturers for over a generation. The prospects this year are poor, owing to high raw cotton values. He expects a dragging cloth demand until the fall of the year, when crop prospects may affect the market. The latest batch of stock-takings of spinning companies show a loss on share capital of 11.49 per cent. per annum.

RUBBER.

The Manager of the Balgownie Rubber Estate, Limited, reports Rubber Crop harvested during the month of January, 8,607 lbs. estimated dry. Corresponding month last year 3,847 lbs. dry. Total for first ten months of year 1909/10, 413 lbs. dry. Total for first ten months of year, 31,778 lbs. dry.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s latest Piece Goods Market Report says:—Although the near approach of the annual native settling-day has practically stopped business for the time being, the close of the year is marked by a healthy demand likely to take place when the market again opens after the interval. Outlets such as Chiofo and Tientsin, from which country has been absent for some time, are evincing some interest in fresh purchases, while Hankow and some of the more important Yangtze markets are also expected to be better customers than they have been throughout most of the winter.

The better prospects for the Chinese New Year have resulted in a few lines of favorites cloth that have run down to light stock, being indicated for with Manchuria, but business of this kind has not by any means been of a general nature, the prices required being still much beyond those obtainable here, nor does it appear likely that the basis at which this market can become an indenter upon its usual scale, can be reached for some time to come yet, for there is still a heavy stock being carried upon which it can subsist until forced to come in for further supplies.

A noticeable feature of the past year's trade has been the poor support which has been accorded to American Drills and Shootings by the Northern markets. In former years the usual amount sent to Manchuria had been reckoned at about 100,000 bales yearly, and while the prosperity which the last two years of good crops and a large export trade have brought to that part of the country might have been expected to lead to a largely increased import trade there, the contrary has taken place, its yearly consumption of these goods having now declined to about 40,000 bales. That the demand is not changing is proved by the fact that Manchuria has throughout the year been a good buyer of the native made shootings woven from imported and local yarns, and the presumption therefore is that Japanese and native cloths are causing American cloths, the 1909 Customs Returns showing an increase in the imports to Northward of native made shootings from other parts of the Empire, by more than treble that of 1908.

The exports of Greys and Whites from England to Hongkong and China for January are the shortest on record for 25 years at least, and (possibly) a great deal longer, but we have not the necessary files for reference further back, with the single exception of 1901, which was just after the "Boxer" Rebellion. It is in fact only twice during the period referred to that the smallness of the present figures have even been nearly approached.

THE WOOLLEN MARKET.

Messrs. W. & C. Denip's Bradford market report for the last six months is a considerably better report of this district could be written for 1908 than was the case for the previous year, and this time the outlook remains hopeful. Trade all over the world has been gradually recovering from the severe depression experienced after the American financial crisis, the almost military exception being China, as those intimately connected with that market know only too well. Fashion for both men's and ladies' wear appears to have exceptionally favoured Bradford goods, and manufacturers, generally speaking, are busier to-day than they have been for a very long time. A noteworthy feature in the Bradford trade is the growing importance of the coloured fabric trade in the trade. A few years ago this was practically all the best class of goods that were required in colours were dyed on the Continent, it is now found that the most delicate shades can be produced equally as well, if not better, at home. Business with the United States of America has considerably improved during the year, as will be seen from the figures at the head of this report. Indeed, with the exception of China, and to a less extent India, the general trade of Bradford appears to have arrived at a normal condition again. That portion of the Bradford trade which is engaged in Cotton goods is not, it is true, in the same fortunate position as is the woolly industry in this instance, the almost entire absence of demand from China, which accounts for a very large proportion of the whole, but seeing that the whole of the Cotton trade of the country has passed through one of the worst years of recent times, it is hardly to be expected that Bradford's portion of that trade should be an exception. With regard to China, there is no doubt that the heavy accumulation of stocks, and these are mostly Cottons, gradually going into consumption. So far, however, the long looked-for improvement seems to be at hand, and for Silver, which has fluctuated within moderate limits, is rather at about 1d. above the price of a year ago, and this will no doubt tend to improve conditions. The heavy-woollen district has been kept very busy of late, and in addition to the ordinary run of orders there have been some large Greek and Turkish Army contracts, which have given a great stimulus to the trade of the district. It will be seen from the foregoing that taken as a whole the position of these engaged in the staple industry in Bradford is a much pleasanter one than it was a year ago, and there is a much more cheerful feeling with regard to the future.

The statistics given in the report show the export of woollen and worsted goods to China and Japan for eleven months of 1909 compared with the exports in previous years as follows:—

	1905	1906	1907	1908	1909
China—					
£	1,103,837	838,417	911,186	483,514	482,248
Yards	1,119,361	1,568,699	1,000,547	566,009	500,514
Japan—					
£	1,119,361	1,568,699	1,000,547	566,009	500,514
Yards	1,119,361	1,568,699	1,000,547	566,009	500,514

A circular was issued last month to the shareholders of the Ball's Asbestos Company, convening an extraordinary meeting for the 24th Jan. to consider a scheme of amalgamation with the United Asbestos Company. The Ball's directors have for some time recognised the necessity of extending the manufacturing facilities of the company, says a London contemporary, and they decided that the cheapest way was to absorb the United concern, if matters could be arranged. Negotiations have now been brought to a satisfactory termination, and the assets of the limited company, amounting to £135,000, will be required for 275,000 5 per cent. Debentures, £19,375 Ordinary shares, and £11,000 in cash. The purchase consideration will be applied as follows:—

Holders of the United Company's 10 per cent. non-cumulative Preference shares will receive an equivalent amount in 5 per cent. Debentures, while the 6 per cent. cumulative Preference will also be given an equivalent amount of Debentures, plus two £1 Ordinary for every three shares now held in satisfaction of arrears of dividend. The Ordinary £1 shares of 25 each will receive eight new £1 Ordinary shares for every complete seven, and the Deferred "B" shares one Ordinary for every complete ten shares now held. Debenture holders will receive three-fourths of the amount of their present holdings in the United Company in new Debentures and one-fourth in cash. The average annual profits of the two companies for three years ended December 31, 1908, are given as over £25,000. A large saving in expenditure is expected as the result of the deal.

STRAITS "DEVILS."

A London financial journal remarks:—That Lane Duck, the Straits and General Development Company, is still struggling along. It actually made a profit last year of over £1,000. But what a shadow of its former self, when, under its own or maiden name, it was a feature of the markets! Another lesson that promoting interests are not those of the public. It is interesting to note that its investments—there is a total depreciation of £33,000 or so in its investments of some £75,000—have actually appreciated during the year. The directors draw half-pence, the shareholders a long breath of relief that general matters are no worse, and the directors at the coming meeting a picture of woe or woe. We do not know which, but at a rough shot, the assets seem to be worth about 2s. 6d. a share, subject to realisation. The latter is the rub.

THE SILVER MARKET.

We subjoin extracts from Messrs. Samuel Montagu and Co.'s bullion circular of the 13th ult.:—
The tendency of the Silver market during the last few days has been rather flabby. Without any special demand from our outside quarters, and with comfortable supplies from America and elsewhere, the price has eased off slightly, but the undertone is distinctly healthy. There does not appear to be any appreciable change in the stocks at Bombay—last reported as 10,500 bars; but the offer has improved to 200 bars a day. The Shanghai stock remains at 129 lakhs of sycee and 4,300 bars. A shipment of £40,000 has been made from San Francisco to the Far East.

LEATHER FACTORIES IN JAPAN.

The centres of the leather trade in Japan, we learn from a report by Mr. Cunningham, Acting British Consul-General at Kobe, are Osaka and Tokyo, the principal companies and factories being as follows:—

(1) The Japan Leather Company (Nihon Hikaku Kabushiki Kaisha), engaged in making leather solely for military use, with a capital of 5,000,000 yen (£510,000), having a factory at Tokyo and a branch factory at Osaka.

(2) The Eastern Leather Manufacturing Company (Toyo Hikaku Kabushiki Kaisha), with a capital of 1,000,000 yen (£102,000), having a factory at Tokyo and a branch factory at Osaka.

(3) The Asama Leather Company (Asama Hikaku Kabushiki Kaisha), with a capital of 500,000 yen (£51,000), having a factory at Tokyo.

(4) The Tokyo Leather Manufacturing Company (Tokyo Shohi Goshi Kaisha), with a capital of 300,000 yen (£30,600), having a factory at Tokyo.

In 1906 there were 97 leather factories in the city of Osaka, employing 2,695 workpeople; in 1907 the number of factories was 109 and the total number of workpeople employed 977; and in 1908 the number of factories had decreased to 104 and the number of employees to 824. Only four of the factories employed more than 50 hands. Many of the small factories are merely family workshops. In some a few hides are prepared and made up into articles of various kinds, whilst in others the leather is purchased from the larger factories and made up into trunks, bags, and boxes of all kinds, which are in great demand among the better class Japanese.

The raw hides used in the trade are obtained chiefly from Corea, Australia, and China. Oak bark is used almost exclusively as the tanning material. The supply of this commodity is obtained principally from the Hokkaido and from the middle of the main island. Tanbark was imported in 1908 to the amount of 1,727,463 lb., valued at £7,295, about two-thirds of which quantity was imported into the port of Kobe.

As already mentioned, the leather is principally used for making trunks, bags, etc., and for the Japanese people. Every year the number of persons who adopt boots as their ordinary footwear increases, and in every considerable town in Japan there are now several small boot-makers. Sole leather is obtained chiefly from America.

The market price of Japanese leather used for the uppers of boots and for trunks, etc., is about 30 sen (74d.) per lb.

Two leather belt factories in Osaka supply practically the whole quantity used in the country; the import for the year 1908 only amounting to 41,987 lb., valued at £2,533. In that year one factory manufactured belts to the value of about 1,000,000 yen (£102,000).

COMPANY REPORT.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The report for the past year reads:—
Annexed we beg to submit to shareholders the annual statement of accounts for the year ending 31st December, 1909.

The profit on working is £26,941.54, and after payment of interest and other charges there remains a debit balance of £3,773.33 to be carried forward to next year's account.

The S. S. *Rubi* and *Zafiro* have kept up the service without interruption and are in first class order and condition.

Consulting Committee.—Mr. A. V. Apear has resigned. Messrs. H. P. White and Dr. J. W. Noble retire and are eligible for re-election.

A dividend.—The accounts have been audited by Messrs. W. H. P. and A. O'D. Gordin, who are eligible for re-election.

General Managers.
Hongkong, 5th February, 1910.

STATEMENT OF ACCOUNTS FOR THE YEAR 1909.
PROFIT AND LOSS ACCOUNT.
Balance brought forward from last year... £21,538.95
Consulting committee's fees... 1,500.00
Auditors' fees... 424.00
Charges... 475.43
Interest... 6,614.78
Exchange... 7.75
Amount written off as depreciation for 1909... 181.96
£30,718.87

Balance of working a/c a.s. <i>Rubi</i> and <i>Zafiro</i>	£26,941.54
Balance	3,773.33
	£30,718.87
BALANCE SHEET.	
Authorized capital 30,000 at £25 each	£750,000.00
Called up shares at £25 each	£650,000.00
Calls on shares forfeited now belong to the company	160.00
Insurance account	72,176.00
Sundry creditors	55,708.76
Company's bankers	88,619.18
	£866,664.54
Value of steamers <i>Rubi</i> and <i>Zafiro</i>	£745,000.00
Value of <i>Itkong</i> , buoy and mooring	1,800.00
Value of Manila buoy mooring	5,800.00
Value of <i>Amoy</i> buoy and mooring	2,000.00
Value of stores on hand	£2,481.96
Less depreciation	181.96
Value of coal on hand	2,300.00
Value of provisions	20,457.00
Proportion of prem. on current policies	22,511.98
Sundry debtors	12,900.32
Outstanding freight	47,439.16
Cash in hand	2,578.15
Balance of profit and loss a/c	3,773.33
	£866,664.54

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THE BIGGEST STORE
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HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

INSURANCE NOTICE.

HAVING been appointed AGENTS in Hongkong for the **WESLEYAN ASSURANCE COMPANY**, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON
[Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MEROBAN-TILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE **OCEAN MARINE INSURANCE CO.**
TOTAL FUNDS at 31st December, 1908: £19,121,310.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,294,753 7 10

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
[Hongkong, 15th January, 1909. [908]

ACCIDENT AND SICKNESS INSURANCE.

THE GENERAL ACCIDENT, FIRE AND LIFE ASSURANCE CORPORATION, LIMITED. is prepared to extend the benefits of its well-known "HOME" Policies to Hongkong. Fire Risks also Accepted at Current Rates. For Prospectus and Particulars, apply to:
W. G. HUMPHREYS & Co.,
Agents.
[Hongkong, 18th January, 1910. [187]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMIYAMADA, Collieries.

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For Particulars apply to:
H. OISHI,
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[Hongkong, 9th January, 1909. [661]

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These tiny Capsules—superior to Copalba, Cubeba, and Infusions—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name. **PARIS, 8, rue Vivienne** Sold by all Chemists.

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A PANCREATISED MILK AND CEREAL FOOD.

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Benger's Food, prepared with fresh new milk, is all food.
It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.
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The Universal Remedy for Acidity of the Stomach, Headache, Nervousness, Indigestion, Sour Eructations, Biliary Affections.
DINNEFORD'S MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout, and Gravel.
Safest and most Effective Agent for Regular Use.

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THE GREATEST TONIC IN THE WORLD.
WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equaled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.
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Wholesale Distributors for China and Hongkong.
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[Hongkong, 31st July, 1907. [1327]

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[Hongkong, 4th February, 1910. [32]

SCOTCH WHISKY.
SOLE AGENTS IN HONG KONG, CHINA & MANILA:
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The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

SHIPPING.

ARRIVALS.
 BOURBON, French str., 97, Lo Ball, 12th Feb.
 Saigon 8th February, Rice—Man Fat.
 BUNIN MARU, Japanese str., 1,304, Y. Fusan,
 12th February—Swatow 11th February.
 General—Osaka Shosen Kaisha.
 CANTON, British str., 1,173, A. R. Anderson,
 12th February—Shanghai 7th February.
 Agents—Bates & Co.
 CHICAGO MARU, Japanese str., 1,332, I. Goto,
 12th February—Moji 6th Feb., General—
 Osaka Shosen Kaisha.
 CHIRILL, British str., 1,135, Lindberg, 13th
 Feb.—Saigon 8th Feb., Rice—Butterfield
 & Swire.
 DAIYU MARU, Japanese str., 964, H. Maruyama,
 13th Feb.—Swatow 12th Feb., Camphor—
 Osaka Shosen Kaisha.
 FOULKE, British str., 1,891, T. A. Mitchell,
 12th Feb.—Yokohama and Moji 7th Feb.
 General—Jardine, Matheson & Co.
 FUKUI MARU, Japanese str., 3,187, Midano,
 12th Feb.—Moji 5th Feb., Coal—Mitsui
 Bussan Kaisha.
 HALFORD, Norwegian str., 1,065, Andersen,
 12th Feb.—Bangkok 4th Feb., Rice and
 General—Order.
 HISEN, Japanese battleship, 12,902, Iida
 (Bearing Admiral Yoshino on board), 12th
 Feb.—Takao 10th February.
 IWAMI, Japanese cruiser, 13,516, Yamaguchi,
 12th Feb.—Takao 10th February.
 KUSTANG, British str., 1,444, M. Dowson,
 13th Feb.—Saigon 8th Feb., Rice—
 Butterfield & Swire.
 MACREY, German str., 995, B. G. Zollner,
 12th Feb.—Bangkok 2nd Feb., Rice—
 Butterfield & Swire.
 MIKASA, Japanese battleship, 15,562, Tsuchi-
 numi, 12th Feb.—Takao 10th Feb.
 OCEANO, Japanese str., 1,234, E. W. Davies, 12th
 Feb.—Cebu 8th Feb., General—Doddwell
 & Co.
 PELUX, Norwegian str., 965, D. Hoobinder,
 13th Feb.—Chinkiang 8th Feb., General—
 Bjoro.
 SAGAMI, Japanese cruiser, 12,574, Kamimura,
 12th Feb.—Takao 10th February.
 SHIKOSHIMA, Japanese battleship, 15,088, K.
 Yoda (Vice-Admiral Kamimura on board),
 12th Feb.—Takao 10th February.
 SORU MARU, Japanese str., 1,505, T. Sugi,
 12th Feb.—Amoy via Swatow 16th Feb.,
 General—Osaka Shosen Kaisha.
 SUWA, Japanese cruiser, 12,674, Tanaka, 12th
 Feb.—Takao 10th February.
 TAISUN, British str., 1,120, J. T. Lang, 12th
 Feb.—Saigon 7th Feb., Rice—Bradley & Co.
 TAJIMARI, Dutch str., 2,469, J. N. Bonman,
 12th Feb.—Batavia 30th Jan., General—
 Java-China-Japan Line.
 TOURANE, French str., 3,704, G. Lancelotti,
 13th Feb.—Shanghai 11th Feb., Mails
 & General—Thomas.
 TUNTAU, German str., 1,002, T. Steynings, 12th
 Feb.—Bangkok 4th Feb., Rice and Wood
 & Butterfield & Swire.
 YAKIMO MARU, Japanese str., 1,916, S. Okao,
 12th Feb.—Moji 6th Feb., Coal—Mitsui
 Bussan Kaisha.
 YUSUN, Chinese str., 1,079, Wasserrund, 11th
 February—Shanghai 8th February, Gen-
 eral—Chinese.

DEPARTURE.

12th February.
 LOREZOW, German str., for Shanghai.
 NANGANG, British str., for Shanghai.
 YUNBANG, British str., for Manila.
 13th February.
 AMIGO, German str., for Hobei.
 CANTON, British str., for Shanghai.
 C. D. DIERCKHOFF, German str., for Hobei.
 DAIYU MARU, Japanese str., for Swatow.
 HANSON, British str., for Shanghai.
 TOSUN, British str., for Shanghai.

VESSELS IN DOCK.

February 12th.
 KOWLOON DOCK—H.M.F.S. *Zebrus*
Amble, *Bio Lima*, *Unwin*, *London*, *H.I.M.S.*
Kwong Hoi, *Puma*, *U.S.S. Wilmington*, *U.S.S.*
Callao, *Monteagle*, *Kwong Sun Lee*, *Fromthome*,
Taiyang.
 TAIKOO DOCK—*Yokohama*, *Nouchuang*, *Kansu*,
St. Joseph, *Shanghai*, *Shanghai*, *Kwong*, *Union*
Water Boat No. 6 and 9, *Chinkiang*, *Nanchang*,
Sui Cheong, *Ocean*.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
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 STEAM FOR
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 (Taking Cargo at through rates to the Brazils,
 to PERIAN GULF, Red Sea, BLACK SEA,
 VENICE, LEBANT and ADRIATIC PORTS).
 THE Company's Steamship
 "VORWAERTS,"
 Captain Bednarz, will be despatched as above
 on SATURDAY, the 26th Feb., p.m.
 This steamer has splendid accommodation for
 passengers, electric light and carries a doctor
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 For information as to Passage and Freight,
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 SANDER, WIELER & Co.,
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REGULAR STEAMSHIP SERVICE
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 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK
 "PANTHAN" about 28th Feb.
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 DODWELL & Co., Ltd.,
 Agents,
 Hongkong, 2nd February, 1910.

"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON, ROTTERDAM AND
 ANTWERP.
 THE Steamship
 "OARMARTHENSIRE,"
 Capt. E. L. Daulton, R.N., will be despatched
 as above about the 1st March.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 1st February, 1910.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Black Point.

3. From Black Point to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	AGASSI	Brit. str.	1	Owen Jones, R.N.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSIRE	Brit. str.	1	W. Gregory	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
LONDON & ANTWERP via SINGAPORE, &c.	NYANTIA	Brit. str.	1	H. S. Bradshaw	P. & O. S. N. Co.	About 23rd inst.
LONDON, ROTTERDAM & ANTWERP	CARMARTHENSIRE	Brit. str.	1	R. L. Daniels, R.N.	JARDINE, MATHESON & Co., Ltd.	About 1st March
COPENHAGEN & BALTIC PORTS	INDRA	Ger. str.	1	Müller	HAMBURG-AMERICA LINE	End of Feb.
ROTTERDAM & HAMBURG via STRAITS, &c.	SAVOIA	Ger. str.	1	Seels	HAMBURG-AMERICA LINE	On 15th March
HAYRE & HAMBURG via STRAITS, &c.	SAVOIA	Ger. str.	1	Bahle	HAMBURG-AMERICA LINE	On 10th March
HAYRE & HAMBURG via STRAITS, &c.	SAVOIA	Ger. str.	1	Habel	HAMBURG-AMERICA LINE	On 27th March
MARSEILLES, &c., via PORTS OF CALL	TOURANE	French str.	1	Lancelotti	MELBOURNE & CO.	On 3rd April
MARSEILLES & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	1	Habel	MELBOURNE & CO.	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1	A. H. Moore	HAMBURG-AMERICA LINE	On 16th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAKA MARU	Jap. str.	1	M. Hattori	NIPPON YUSEN KAISHA	On 2nd Mar., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATYU MARU	Jap. str.	1	W. Thompson	NIPPON YUSEN KAISHA	On 16th Mar., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	YOROK	Ger. str.	1	J. Bandermann	MELBOURNE & CO.	On 23rd inst., at Noon
TRIESTE, &c., via SINGAPORE, &c.	VORWAERTS	Ger. str.	1	B. Dedner	SANDER, WIELER & Co.	On 26th inst., p.m.
NEW YORK	PANTHAN	Am. str.	1		DODWELL & Co., Ltd.	About 28th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	MUNCASTER CASTLE	Am. str.	1		SHEWAN, TOMES & Co.	On 16th inst., at 5 p.m.
BOSTON & NEW YORK	YANKEE PRINCE	Am. str.	1		ASHOLD, KARRER & Co.	To-morrow, at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1		CANADIAN PACIFIC R.R. Co.	On 15th inst.
VANCOUVER (Direct)	OCEANO	Brit. str.	1		CANADIAN PACIFIC R.R. Co.	On 16th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	EMPEROR OF INDIA	Brit. str.	1	F. W. Davies	CANADIAN PACIFIC R.R. Co.	On 26th inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	1	S. Ishikawa	NIPPON YUSEN KAISHA	On 29th Mar., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	1		OSAKA SHOSHI KAISHA	On 23rd inst., at Noon
TACOMA via JAPAN	KIYO MARU	Jap. str.	1		TOYO KISEN KAISHA	On 26th inst., at Noon
CALLAO, LIMA, &c., via JAPAN PORTS, &c.	NIKKO MARU	Jap. str.	1	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINCE WALDEMAR	Ger. str.	1	F. Isacke	MELBOURNE & CO.	On 25th inst., at D'light
AUSTRALIAN PORTS via MANILA	CHANGHAI	Ger. str.	1	G. W. Eddy	BUTTERFIELD & SWIRE	On 14th Mar., at 4 p.m.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	1	M. Winkler	NIPPON YUSEN KAISHA	On 18th March, at Noon
AUSTRALIAN PORTS via MANILA	SHINAGAWA MARU	Jap. str.	1	T. Mura	NIPPON YUSEN KAISHA	On 17th inst., at Noon
Kobe & YOKOHAMA	SHINAGAWA MARU	Jap. str.	1	D. Lens	MELBOURNE & CO.	About 5th March
YOKOHAMA AND KORE	KUMANO MARU	Jap. str.	1	E. Takeda	NIPPON YUSEN KAISHA	On 20th inst., p.m.
MOJI, KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	1	M. Winkler	NIPPON YUSEN KAISHA	On 16th inst., at Noon
NAGASAKI, KOBÉ & YOKOHAMA	YUNBANG	Dut. str.	1	Bonman	OSAKA SHOSHI KAISHA	Quick despatch
JAPAN	C. F. F. LANGE	Ger. str.	1	Wagner	MELBOURNE & CO.	On 27th inst.
SHANGHAI, KOBÉ & YOKOHAMA	ERFERT SIMONS	Ger. str.	1	Ginsel	JARDINE, MATHESON & Co., Ltd.	To-night
SHANGHAI, KOBÉ & YOKOHAMA	CHITANG	Ger. str.	1	M. Courtney	HAMBURG-AMERICA LINE	On 17th inst., at Noon
SHANGHAI, KOBÉ & YOKOHAMA	SPERZA	Ger. str.	1	E. A. Peters	P. & O. S. N. Co.	To-morrow
SHANGHAI, KOBÉ & YOKOHAMA	SUNDA	Brit. str.	1	Y. Fusan	BUTTERFIELD & SWIRE	About 17th inst.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	CHENAN	Jap. str.	1	B. W. H. Snow	OSAKA SHOSHI KAISHA	On 17th inst., at D'light
SHANGHAI via SWATOW, AMOY & FOOCOW	SUNYU MARU	Brit. str.	1	Wright	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	DAIYU	Brit. str.	1	C. Lindbergh	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon
SHANGHAI, YOKOHAMA & KOBÉ	LIENING	Brit. str.	1	G. Tarabochia	SANDER, WIELER & Co.	On 24th inst., at D'light
SHANGHAI	NIPPON	Brit. str.	1	C. Lindbergh	BUTTERFIELD & SWIRE	On 20th inst., at D'light
SHANGHAI, YOKOHAMA & KOBÉ	YEDDO	Dut. str.	1		MELBOURNE & CO.	About 20th inst.
SHANGHAI	ARNO	Brit. str.	1	A. Mecker	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
SHANGHAI, MOJI & KOBÉ	TAKASAKI MARU	Jap. str.	1	Bradley	BUTTERFIELD & SWIRE	On 27th inst., at D'light
SHANGHAI	CHITANG	Ger. str.	1	H. Koope	JARDINE, MATHESON & Co., Ltd.	On 8th Mar., at Noon
SHANGHAI, KOBÉ & MOJI	KUMANO	Jap. str.	1	E. Sugi	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	TRIKINI	Jap. str.	1	H. Murayama	OSAKA SHOSHI KAISHA	On 16th inst., at 10 a.m.
ANPING via SWATOW & AMOY	SOBUN MARU	Jap. str.	1	J. B. Beach	OSAKA SHOSHI KAISHA	To-morrow, at 10 a.m.
TAMU via SWATOW & AMOY	DAIYU MARU	Brit. str.	1	Hogins	DOUGLAS LARPAK & Co.	On 18th inst., at 10 a.m.
SWATOW, AMOY & FOOCOW	DAIYU	Brit. str.	1	Jamson	DOUGLAS LARPAK & Co.	On 16th inst., at 10 a.m.
SWATOW, AMOY & FOOCOW	SINGAN	Brit. str.	1	R. Rodger	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
HOIHOW & HAIPHONG	ZABINO	Brit. str.	1	A. W. Underbridge	SANDER, WIELER & Co.	To-morrow, at 3 p.m.
MANILA	TRAI	Brit. str.	1	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
MANILA	LOONGHANG	Brit. str.	1	P. H. Rolfe	SHEWAN, TOMES & Co.	On 19th inst., at Noon
MANILA	BUBI	Brit. str.	1	Weipall	BUTTERFIELD & SWIRE	On 22nd inst., at 3 p.m.
MANILA	TAMING	Brit. str.	1	F. Schull	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 p.m.
MANILA	YUNBANG	Brit. str.	1	Baldie	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon
MANILA	MAVANG	Brit. str.	1	W. Evans	MELBOURNE & CO.	End of Feb.
BANDAKAN	BORNEO	Brit. str.	1		CARLOWIT & Co.	To-morrow, at Noon
KUDAT & SANDAKAN	BOHAY MARU	Jap. str.	1		NIPPON YUSEN KAISHA	On 22nd inst.
BOMBAY via SINGAPORE & PENANG	FOOKANG	Brit. str.	1		JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon
BOMBAY, SINGAPORE & CALCUTTA	KUMANO	Brit. str.	1		JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
SINGAPORE, PENANG & CALCUTTA	THAIYAP	Dut. str.	1	E. J. Bull	JAVA-CHINA-JAPAN LINE	Quick despatch
BATAVIA, CHERIBON, SAMARANG, &c.				P. J. van Emmerick		

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PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davies	On 18th February, 1910
KUMERIC	4,223	J. Boyd	On 10th March
ATYBERIC	4,223	S. Shotton	On 7th April
OCEANO	4,657	F. W. Davies	On 2nd June

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDING,
 Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK" Capt. J. Bandermann	Wed. day, 23rd Feb., at Noon
MANILA, YAP, NEWGUINEA, SAMARANG, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ WALDEMAR" Capt. H. Isacke	Friday, 25th Feb., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. Schull	End of February
YOKOHAMA & KOBÉ	"PRINZ SIGISMUND" Capt. D. Lens	About Saturday, 5th March

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELBOURNE & Co.,
 GENERAL AGENTS HONGKONG & CHINA,
 Hongkong, 12th February, 1910.

CANADIAN PACIFIC RAILWAY CO'S

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 2 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"MONTAGLE" Tuesday, 15th Feb.	"EMPERESS OF IRELAND" Sat. 25th Mar.
"EMPERESS OF INDIA" Sat. 26th Feb.	"EMPERESS OF IRELAND" Sat. 22nd April
"EMPERESS OF JAPAN" Sat. 26th Mar.	"EMPERESS OF IRELAND" Sat. 22nd April
"EMPERESS OF CHINA" Sat. 26th April	"EMPERESS OF IRELAND" Sat. 22nd April
"EMPERESS OF INDIA" Sat. 19th May	"EMPERESS OF IRELAND" Sat. 22nd April
"MONTAGLE" Tuesday, 24th May	"EMPERESS OF IRELAND" Sat. 22nd April

Steamships leave HONGKONG at 7 a.m. at 12 Noon.

THE OCEANIC ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class (via Canadian Atlantic Ports or New York) \$71.10
 Intermediate on Steamers 64.35
 1st Class on Railway 24.50
 First Class rate to London, including cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.
 E.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
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FOURTEENTH SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FOURTEENTH SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 14th February, Same Night
MARSEILLES via PORTS	"TOURANE" Capt. Lancelotti	On 15th Feb. 1 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 28th Feb. p.m.
MARSEILLES via PORTS	"ARMAND BEHIC" Capt. Guémet	On 1st March 1 p.m.

Transshiping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227.10s. up to 271.10s. 20 "Acres" Railway from Marseilles to London. Interpreters meet Passengers at their arrival in Marseilles.
 For further Particulars, apply to
 P. THOMAS AGENT,
 Queen's Building,
 Hongkong, 14th February, 1910.

VESSELS ON THE BERTH

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.
 For BOSTON AND NEW YORK via
 PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

"MUNCASTER CASTLE" On 15th Feb.
 For Freight and further information
 apply to—
 SHEWAN, TOMES & Co.,
 General Agents,
 Hongkong, 8th February, 1910. [189]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship "OCEANO."

FROM HONGKONG.
 On FRIDAY, the 18th FEBRUARY.

FOR VANCOUVER DIRECT.

To be followed by the
 KUMERIC ... 10th March
 ATYBERIC ... 7th April
 SUVERIC ... 5th May
 OCEANO ... 2nd June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West India.
 For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY Co.,
 Hongkong, 3rd February, 1910. [256]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OBYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, FRESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ASSAYE"

Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 19th February, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's "P. F. S. S. 7022," in which vessel is secured before departure from Hongkong.

Bills and Valuations, all cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Exeter," and in London on the 1st April, 1910.<

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA	SUNDA Capt. R. A. Peters	About 17th Feb.	Freight and Passage.
SHANGHAI	DELTA Capt. R. W. H. Snow	About 18th Feb.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.	Noon, 19th Feb.	See Special of CALL.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. B. Bradshaw	About 23rd Feb.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th February, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, HOBOH and HAIPHONG	TEAN Capt. S. S. S. S.	On 15th Feb. 3 P.M.
SHANGHAI	SINGAN Capt. S. S. S. S.	On 16th Feb. 10 A.M.
SHANGHAI	CHENAN Capt. S. S. S. S.	On 17th Feb. 4 P.M.
MANILA	LIAN Capt. S. S. S. S.	On 20th Feb. 11 A.M.
SHANGHAI	TAMING Capt. S. S. S. S.	On 22nd Feb. 3 P.M.
SHANGHAI	ANHUI Capt. S. S. S. S.	On 24th Feb. 4 P.M.
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA Capt. S. S. S. S.	On 27th Feb. 11 A.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

SS. "LINAN" and SS. "SANG" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5th to 14th FEBRUARY. SS. "TEAN" will sail hence for Manila on 1st February and SS. "TAMING" will sail from Manila on 15th Feb. for Hongkong. Special Reduced return fare of \$50.

PAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHIHUI," and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN. TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 14th February, 1910.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 16th Feb. Noon.
SHANGHAI	"CHOYBANG"	Thursday, 17th Feb. Noon.
BANDARAN	"MAUSANG"	Friday, 18th Feb. Noon.
MANILA	"LOONGSANG"	Friday, 18th Feb. 4 P.M.
SHANGHAI	"LEUNGSHING"	Saturday, 19th Feb. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 22nd Feb. Noon.
SHANGHAI	"KUMSANG"	Friday, 25th Feb. 4 P.M.
SHANGHAI, KOBE, MOJI and YOKOHAMA	"KUMSANG"	Tuesday, 8th Mar. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a tour of 6 days to Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Chefoo, Tientsin & Newchwang. Telephone No. 215, Tel. Exch. 4.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dava, Semporna, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 14th February, 1910.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 15th Feb. at 10 A.M.
"HAITANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 18th Feb. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

• Swatow for Passengers only.
• For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong 9th February, 1910.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDO"	About 20th February
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February

For further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 29th January, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATES
SS. KIYO MARU	10,500	Sail Feb. 26th, at Noon.
SS. BUKU MARU	10,500	April 27th, at Noon.
SS. HONGKONG MARU	11,000	June 25th, at Noon.
SS. KIYO MARU	10,500	Aug. 24th, at Noon.
SS. BUKU MARU	10,500	Oct. 22nd, at Noon.
SS. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 11st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moore	9,000	WED'DAY, 16th Feb. at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 2nd Mar. at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 16th Mar. at Daylight.
VICTORIA B.C. & SEATTLE	TAMBA MARU Capt. K. Sato	6,500	WED'DAY, 16th Mar. from YOKOHAMA
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 29th Mar. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Feb. at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 16th Feb. at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 17th Feb. at Noon.
MOJI, KOBE & YOKOHAMA	SHINANO MARU Capt. R. Takeda	7,000	SUNDAY, 20th Feb. A.M.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. Evans	5,000	TUESDAY, 22nd February.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 24th February.

5 Fitted with New System of Wireless Telegraphy. 1 Cargoonly. • Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 14th February, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Bolger	Manila	On 14th Feb. 5 P.M.
RUBI	2540	A. Fraser	Manila	On 19th Feb. Noon

For Freight or Passage apply to

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 14th February, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:
S.S. SPEZIA ... 15th Feb.
S.S. O. FERD. LAEISE ... 27th Feb.
S.S. LIBERIA ... 12th March.
S.S. ALESIA ... 25th March.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 29th January, 1910.

Hongkong Office.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East—

15, DES VOGES ROAD, HONGKONG.

Japan Office—

14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMAHI	JAVA	First half of Feb.	JAPAN	Second half of Jan.
TIJLATAP	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TIJLWONG	JAPAN	Second half of Feb.	JAVA	Second half of Feb.
TIJIKINI	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TIJIPANAS	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TIJIBODAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 2nd February, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. H. Yamamoto	—	WED'DAY, 2nd Feb. at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 2nd March, at Noon.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchingson	4,416	FRIDAY, 4th March, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES
TAMBU via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	TUESDAY, 15th Feb. at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sato	WED'DAY, 16th Feb. at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUKURO	THURSDAY, 17th Feb. at Daylight.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cabin.

The Newly Built Steamers, "CHOSEI MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

to COLOMBO		HONGKONG	from COLOMBO to MARSEILLES & LONDON		MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ARABIA	7500	February 19	PERSIA	7951	March 19	March 20
DELTA	8000	March 5	MALWA	11000	April 2	April 3
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)		April 16	April 23
DEVANHA	8000	April 2	MONGOLIA	10500	April 30	May 6
ASSATE	8000	April 16	MARMORA	10500	May 14	May 20
DELTA	7500	April 19	ARABIA	7500	May 28	June 3
DELHI	8000	May 14	MOOLTAN	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SUMATRA	about 9	March 26
NYANZA	23	April 9
SUNDA	23	May 7
NILE	20	June 4
SARDINIA	18	June 18
NOBE	18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd " " £35.10 " £52.4 "

• Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

1076.

